

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKUAI MARU M. Nishimura	VLADIVOSTOK, VIA SWATOW, AMOY, SHANGHAI, WEL-HOWE, CHEFOO, CHEMULPO & NAGASAKI	To-morrow, 31st August, at Noon.
TAMBA MARU J. W. Wale	YOKOHAMA (DIRECT)	Friday, 1st September, at Noon.
HIROSHIMA MARU S. Yoshizawa	KOBE and YOKOHAMA	Friday, 1st September, at 4 P.M.
MIKE MARU S. Kawamura	BOMBAY, VIA SINGAPORE and COLOMBO	Tuesday, 5th September, at Noon.
WAKASA MARU J. B. Macmillan	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	Thursday, 7th September, at Noon.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 28th August, 1899.

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies.)

STEAM FOR
SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES,
LEGHORN AND GENOA.
(DIRECT WITHOUT TRANSIT.)
Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA,
NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE,
NORTH and SOUTH AMERICAN PORTS up to CALLAO,
AND
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*SINGAPORE Pizzarello MONDAY, 4th Sept., at Noon.

*These Steamers have Superior Accommodation for 1st and 2nd class Passengers, and carry a Doctor and Stewardess.

For further Particulars as to Freight Passage, &c., apply to

CARLOWITZ & CO.,
Agents.

7312]

DISINFECT
WITH
SANITAS
FLUID, POWDER, SOAPS, &c.
OF ALL CHEMISTS AND STORES.

Valuable Book
HOW TO DISINFECT
from application
The SANITAS CO. LTD.
BETHNAL GREEN
LONDON E.C.1

SETTING UP OF DISTILLERIES

Rice—Corn—Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF
Liquors Factories—Preserves Factories
Laboratories of Druggists—Essences Factories
STEAM KITCHENS
EGROT & GRANGE, rue Mathis, PARIS

Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

BUILD UP THE BODY.

Influences are constantly at work to undermine health. When you lose flesh, take cold easily, become pale and weak, you need building up, so there will be no danger of taking disease.

Scott's Emulsion

contains all the essential elements that give strength and vitality to the system. It increases the appetite for other food, enriches and warms the blood, assists in making healthy flesh, relieves inflammation of Throat and Lungs, and overcomes all emaciated, weak tendencies. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

SERRAVALLO'S

FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an
EXQUISITE TASTE.

Sole Agents for Hongkong—

A. S. WATSON & Co.

Hongkong, 1st September, 1899.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

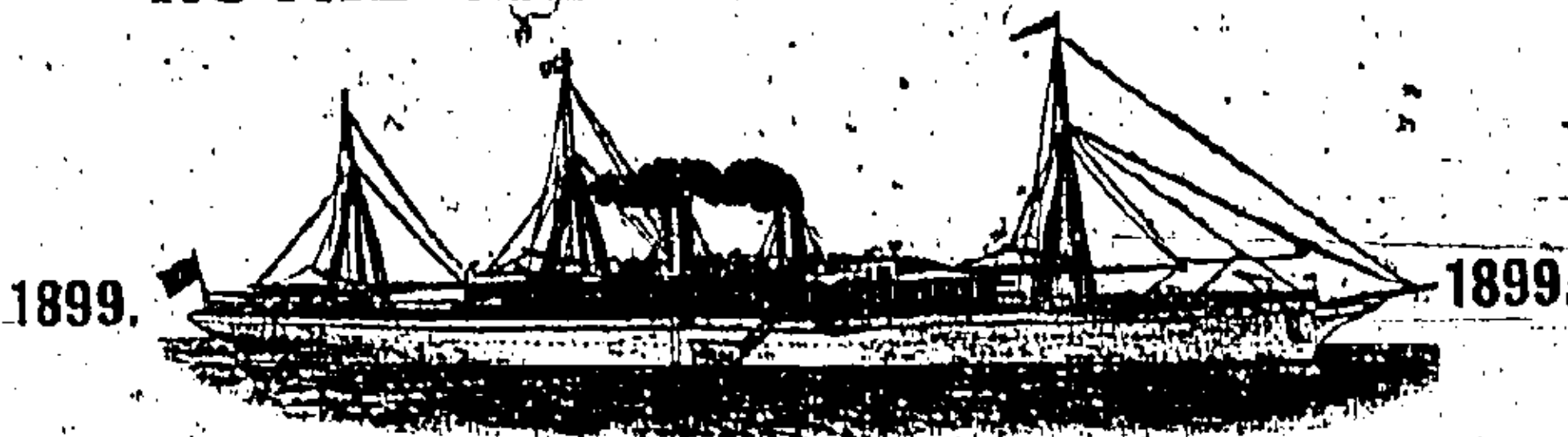
JEYES
FLUID
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled. &c., apply to D. E. BROWN, General Agent, Paddocks Street.

Hongkong, 30th August, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Sept., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th Nov., at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd September, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 29th August, 1899.

[1310]

WORTH A GUINEA A BOX:

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS

SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—

WATKINS & CO.,

APOTHECARIES' HALL, 66, Queen's Road, Central, Hongkong.

[1311]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Olympia... 2,877 J. J. Truebridge... Sept. 2.
Victoria... 3,592 J. J. Pantan... Sept. 12.
Glengarry... 3,759 R. D. Jones... Oct. 17.
Tacoma... 2,811 A. Dixon... Oct. 21.

* Calling at FOOCHOW and SHANGHAI.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia... 2,976 J. Dobson... Sept. 23.
Montmouthshire... 2,874 W. A. Evans... Oct. 7.
Lancaster... 3,677 Williamson... Nov. 4.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW-YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

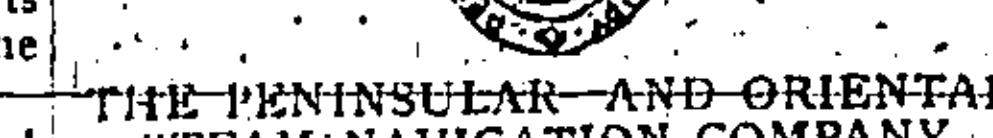
Through Bills of Lading issued to Pacific Coast Points; and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 24th August, 1899.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CENTINENTAL and AMERICAN PORTS.)

"CHUSAN,"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 2nd September, at Noon, taking Passengers and Cargo for the above Ports.

Stilk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 19th August, 1899.

FOR NEW YORK.

THE 3/3 A. I. American Ship

"CHALLENGER,"

shortly expected from MANILA, will lead here for the above port, and will have quick dispatch. For Freight, apply to ARNOLD, KARBURG & Co. Hongkong, 28th July, 1899.

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALESIA	HAVRE and HAMBURG.	14th September. Freight.
Knuth	(LONDON with transhipment in HAMBURG)	About 27th September. Freight.
NURNBERG	HAVRE and HAMBURG.	About 27th September. Freight.
v. Bünzer	(LONDON with transhipment in HAMBURG)	About 11th October. Freight and Passage.
*SAVOIA	HAVRE and HAMBURG.	About 11th October. Freight.
Jäger	(LONDON with transhipment in HAMBURG)	About 19th October. Freight.
SUEVIA	HAVRE and HAMBURG.	About 30th October. Freight.
Förck	(LONDON with transhipment in HAMBURG)	About 30th October. Freight.
SERBIA	HAVRE and HAMBURG.	About 30th October. Freight.
Ostermann	(LONDON with transhipment in HAMBURG)	About 30th October. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

981]

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 7th Sept., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 27th October, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 7th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports; to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th August, 1899.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra... 3,406 about Sept. 15.
Belgian King... 3,379 about Oct. 15.
Carnarvonshire... 2,929 about Nov. 15.

THE Steamship

"THYRA,"

will be despatched for SAN FRANCISCO and SAN DIEGO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight, Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 10th August, 1899.

[1312]

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS and LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prussia... Wednesday 15th Sept.
Sachsen... Wednesday 11th Oct.
Bayern... Wednesday 8th Nov.
König Albert... Wednesday 13th Dec.
Prinz Heinrich... Wednesday 27th Dec.
Preussen... Wednesday 10th Jan.
Karlruhe... Wednesday 24th Jan.
Sachsen... Wednesday 7th Feb.
Hannover... Wednesday 21st Feb.
Bayern... Wednesday 7th Mar.

ON WEDNESDAY, the 13th day of Sept., 1899, at 6 A.M., the Company's Steamship "PREUSSEN," Captain R. Heinze, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 11th September. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 12th September, and parcels will be received at the Agency's Office until Noon on TUESDAY, the 12th September. Contents of Packages are required. No Parcel Receipt will be signed for less than £2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars apply to MELCHERS & Co., Agents.

Hongkong, 16th August, 1899. [1043a]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Sept., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 10th October, at Noon.

Coptic (via

MEANS OF LOCOMOTION AT THE 1900 EXHIBITION.

PRECAUTIONS AGAINST FIRE.

PARIS, July 24th.

The Omnibus Company need it be said that it enjoys a monopoly—has settled the arrangements it proposes to make to cope with the enormous extra-traffic expected to result from the exhibition. The increased accommodation to be afforded the public may best be gauged from the following simple comparison: During the 1889 exhibition the company worked sixty-two lines and ran 976 vehicles, working seats for 62,000 persons per day. In 1900 there are to be ninety-two lines and 1,500 omnibuses, performing 25,000 journeys in the course of the day, and capable of transporting 1,028,000 passengers.

In 1889 the only means of locomotion inside the Exhibition, apart from the bath-chairs, was the Decauville railway, with its famous recommendations in all languages warning people not to come into collision with the trees. Next year matters will be much better managed. There will be an electric railway, every ingenious construction, running in the air, sometimes on the ground, and sometimes underground; it will at once be a convenience and offer visitors in a mild form the delights of the "switchback" railway. It will be supplemented by a double moving platform, one half of which will move in one and the other in the contrary direction.

The most thorough precautions are being taken to guard against fire and to extinguish it should it unhappily break out. All the buildings, including those to contain the side shows have been subjected to the most stringent expert examination with a view to insure their easy evacuation in case of panic. Every building, too, is to be "impregnable" or rendered as nearly incombustible as the discoveries of modern chemistry permit. Finally, there are to be two large central fire stations and a great number of less important posts.—P. M. Gazette.

THE BRITISH SEAMAN.

Is the British seaman layed out, says the *Pall Mall*? Or is patriotism extinct in British shipwreckers? Mr. Ritchie, discussing the decadence of the humble foremast-hand before the boys of the *Worcester* at Greenwich on 27th ult. and we may be sure he had a sympathetic audience, for the rot that has been setting in effects officers as well as men. Shipowners appear to man their ships with Scandinavians because they are saved the trouble of training them, but this system is bad for the prestige of the British mercantile marine, and the first war would show the evil consequences that may flow from it. Shipowners simply will not trouble to train apprentices, and the more foreign officers the less will the opportunities occur for providing a proper proportion of British-born men among our merchant captains and mates. It is inadvisable to counsel compulsion, but the British shipowner ought to be brought to a sense of his duty to his country somehow.

THE EISTEDDODD AND HIGHLAND DANCING.

The vigorous protest made by "Mabon," M.P., against permitting dancing at the Eisteddod has given rise to considerable Celtic indignation north of the Tweed. The cause of the protest, or at all events, the occasion, was the appearance on the platform of the National Eisteddod at Cardiff of a number of Scottish pipers and dancers, who performed the sword dance and a Highland ring. Mr. H. S. McBride, of Glasgow, who took the pipers to Wales, says that this line has been frankly told that such an exhibition would not be liked, there would have been none. He feels sure that when the reason of the presence of the pipers at the Eisteddod is known, it will be generally acknowledged that they did not deserve to have shewn on them any harsh, insulting, or ungentlemanly terms for doing what in the innocence of their hearts they thought would please the people to whom they claim a Celtic kinship. Others speak much more strongly concerning the "unpleasant incident" at Cardiff. There is likely to be a coolness between Scottish and Welsh Celts for some time.—P. M. Gazette.

FLAW IN THE AMERICAN CUSTOMS LAW.

A LOOPHOLE FOR TOURISTS.

July 25th.

Americans travelling in Europe will be interested to know that a defect has been discovered in the general luggage clause of the Customs House Law which virtually destroys the offensive two dollar limit. The clause, in describing the personal effects which residents of the United States may bring back with them from abroad, reads as follows:—"No more than two dollars' value of articles purchased abroad by such residents shall be admitted free of duty upon their return."

It is claimed by the lawyers who are defending a woman whose large collection of jewelry, valued at 40,000 dollars, was seized recently by the Customs officials on her arrival from Europe, that the phrase, "purchased abroad," means that the goods are to be duty-free if they are articles purchased by some one else. This means that the two dollar limit applies only to articles actually purchased by the person in whose possession they are on their arrival. On a declaration by the possessor that they are presents, or have been purchased by somebody else, the things become free of duty. Customs officials admit to me privately, that they have long been aware of this defect in the law, and have been expecting to see the point raised almost daily. Since it went into effect, they say that if the question gets into court there is no doubt that the words will be construed liberally, and that the result will be that the law will be virtually nullified. American tourists have only to buy clothing, jewelry, &c., for each other in order to bring them in free of duty to the derision of the law and its authors.

This discovery is likely to aid in securing the repeal of the obnoxious law when Congress assembles.

TREASURE TROVE AT GRANGEBOURNE.

During the progress of the works in connection with the Grange Burn, Grangeburn, Stirlingshire, which are being directed by Messrs. Brand and Son, Contractors, a valuable find was made by the workmen in the shape of an earthenware pot containing three silver coins of the sixteenth and seventeenth centuries—English, Spanish, Belgian, and other countries. The coins are in the custody of the contractors.

THE BURIAL OF THE PARSEE DEAD.

STRANGE TEACHING OF THE SACRED BOOKS.

We referred the other day, says the *Pioneer Mail* of Allahabad, to the controversy that is going on among the Parsees about the advisability of having a cemetery for burying their dead instead of exposing them to be devoured by birds, which is their ancient custom. The orthodox Parsees, of course, violently in favour of the old custom, and quote their ancient law-book called the Vendidad, which enjoins exposure and forbids burial. We have no desire to enter into the merits of the controversy; but as the Vendidad had been freely quoted by Parsee priests and others, who seem to take a firm stand upon its precepts, we may remark that this ancient code of laws is full of strange precepts, which are entirely impracticable in these days. The Parsees themselves have ceased to be guided by it in nearly every point, except this, of the disposal of the dead, and a few others.

The dog, for instance, is treated in the Vendidad as on the same level with man, and two whole chapters are devoted to him. If a dog dies, his carcass, or rather we should say, his corpse, is to be disposed of with the same elaborate ritual as that of a man. If a man kills a water-dog, his punishment is 10,000 stripes with the priestly whip. Nay, it is safer to kill a man than to serve bad food to a shepherd's dog, for the manslayer gets off with ninety stripes, whereas the bad master of the dog is a great sinner and will receive 200 stripes.

Then the Vendidad lays down also the law about the fees to be paid to the doctor for healing the sick, and the present-day Parsees, if consistent, ought to follow the following scale laid down in Chapter VII:—"A healer shall heal a priest for a holy blessing; he shall heal the master of a house for the value of an ox of low value; he shall heal the lord of a borough for the value of an ox of average value; he shall heal the lord of a town for the value of an ox of high value; he shall heal the lord of a province for the value of a chariot-and-four; he shall heal the wife of the master of a house for the value of a she-ass." And the Vendidad also advises him about what kind of healer to choose: "If several healers offer themselves together, O Zoroaster, namely, one who heals with the knife, one who heals with herbs, and one who heals with the holy word, it is the last one who will best drive away sickness from the body of the faithful."

A REMARKABLE TYRANT.

The assassination of the President of the San Domingan Republic was a most deliberate affair. General Heurcaux was sitting under the balcony of a house in the Rue Colon at Moca, ready to mount his horse, to proceed to Santiago de los Caballeros, and talking to two friends, when an old beggar approached him from the front. General Heurcaux was about to give him some money when Caceres rushed forward and quickly fired two revolver shots, one killing General Heurcaux and the other killing the beggar. The crime was committed so rapidly, that the friends of the President were unable to prevent it. The assassin's party while fleeing returned the fire of the President's party. The death has caused great commotion among San Domingans. Many believe that the crime was the result of a political conspiracy.

General Ulysses Heurcaux, or "Lili," as he was familiarly called by his friends and foes, was the *Duty News*, a malleable, with regular features, showing the blending of the African and the Caucasian types. He had strong, resolute lips, a slightly receding chin, a broad, fleshy nose, fine crinkly hair, tinged with grey, and a coarse and pronounced moustache, cropped rather short. His eyes were light brown, and at first glance appeared mild—almost benevolent. They looked at you straight and continuously while he was talking to you. Unlike the eyes of his race, the whites were not streaked with little blood lines. Heurcaux's manner, even in his most dangerous moments, was calm, could be bland, caressing and patronizing, and they have a saying in San Domingo that many of the poor devils he sent to the tragic blank wall or freshly opened wayside ditch felt almost flattered when he told them personally he could not afford to pardon them. It is no wonder his astute friends, as well as his enemies, learned to study his smile more closely than his frown. He employed a large number of spies, many of whom were women; but he was his own best spy. A few years ago in the city of San Domingo, Heurcaux was the guest of honour at a reception which he had reason to think several politicians, who were secretly inimical to him, would attend. After he had shaken hands with all who presented themselves he quietly withdrew, went to his palace and issued forth again disguised as a common labourer. The grounds surrounding the house in which the reception was held were open, and, sauntering into them, he discerned a group in the dim lamplight who were evidently discussing some private affair with great earnestness. The President assumed the name of a drunken man, approached them, and threw himself down, as if to sleep, under a cart which stood near by. There he heard the rest of their conversation, and learned of a serious conspiracy against him personally.

Another story is told of more recent date. "Lili" knew a dangerous conspiracy was on foot, and learned the place and the hour of a proposed meeting of the conspirators. His spies were unable to give him the names of all. Therefore the President himself went to the rendezvous at the appointed time. He walked coolly into the circle, and, with an air of surprise, pointed with his finger at one after another of them, with the remark, "You here?" repeated over and over again. They were literally dazed by his audacity, and, while they might have killed him on the spot, and thus have accomplished at once the main object of their plot, they allowed him to retire without a word or an attempted blow. The next day the men whom he had seen there were arrested, and in a few hours all, or nearly all, of them, had been shot by his soldiers.

MARK IV. BULLET.

The Secretary of State for War has lost no time in adopting the recommendation of the Select Committee appointed to consider and report upon the alleged defects of Mark IV. bullet, as developed at Disley. As soon as the War Office approval was received at Woolwich, instructions were sent to Messrs. Kynoch, Birmingham, and to the Birmingham Small Arms and Munitions Company (who have large Government orders for small arms ammunition in hand), to make the necessary alterations in the composition of the lead forming the core of the bullet. Similar instructions were issued to the Royal Laboratory, Woolwich Arsenal, and the manufacture of the improved service bullet began on 21st ult. Birmingham and Woolwich turning out a combined output of about half a million rounds per day.

REDEEMING POINTS ABOUT A BRIGAND.

According to a Paris telegram, in the *Daily News* M. Chevalier, a French engineer, who was captured some time ago by Turkish brigands in Chalcidica, has been released on payment of a ransom of £15,000 by the Porte. When the capture took place, the soldier accompanying M. Chevalier and his wife attempted to defend them and was shot for his pains. Madame Chevalier fainted. The chief of the brigands, named Yorgaki, has now sent a present of £7500 to the widow and orphan of the soldier, and has requested Mme. Chevalier to accept a present of £77 to drink a few glasses of champagne on her release in order to recover completely from her fright.

THE TRANSVAAL.

Among other advice to shareholders in Gold Mines, the *Economist*, a London financial journal, expresses the following opinion. If correct, and undoubtedly the paragraph is founded on substantial grounds, the outlook in the Transvaal does not appear to be so serious as is generally believed.

"The Transvaal, as usual, is in the throes of politics, and as the state of the share market is entirely dependent upon this special phase, and as all interest is centred upon the issue, it seems unnecessary to deal with details of mining progress."

I think it almost certain that in six months all Transvaal shares will be higher than to-day, good and bad alike, and I think no better advice can at present be offered to the intending investor than to buy the best dividend paying shares, without waiting for a problematical panic, which I do not expect."

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin, & Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "AUSTRALIAN," Captain Helms, will be despatched as above on FRIDAY, the 1st September, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried. N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 19th August, 1899. [10549]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Steamship "AUSTRALIAN," Captain Helms, will be despatched as above on FRIDAY, the 1st September, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried. N.B.—Return Tickets issued by this Company to and from MANILA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 28th August, 1899. [10550]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship "CHINGTU," Captain Williams, will be despatched as above on TUESDAY, the 5th September.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 19th August, 1899. [10551]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship "CHINGTU," Captain Williams, will be despatched on TUESDAY, the 5th September, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 19th August, 1899. [10552]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship "INDRANI," Captain Campbell, will be despatched as above on or about the 11th September.

For Freight, apply to JARDINE, MATHESON & Co., Agents. Hongkong, 22nd August, 1899. [10553]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship "THALES," Captain Hall, will be despatched for the above Ports, TO-MORROW, the 31st instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS, LAPRAK & Co., General Managers. Hongkong, 30th August, 1899. [10554]

FOR MANILA. (Taking Cargo at through Rates for ILOILO.) THE Steamship "URANUS," Captain Land, will be despatched as above on FRIDAY, the 1st September, at Noon.

For Freight or Passage, apply to BRANDAO & Co., Agents. Hongkong, 29th August, 1899. [10555]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship "MAIDZURU MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 2nd September, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents. Hongkong, 28th August, 1899. [10556]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN. THE Company's Steamship "NANCHANG," Captain Finlayson, will be despatched as above on SUNDAY, the 3rd September.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 24th August, 1899. [10557]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship "STENTOR," Captain Jackson, will be despatched as above on TUESDAY, the 5th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 15th August, 1899. [10558]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL. THE Steamship "BENVENUE," Captain Potter, will be despatched as above on or about the 8th September.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 28th August, 1899. [10559]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship "PYRRHUS," Captain Hall, will be despatched as above on SATURDAY, the 16th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 28th August, 1899. [10560]

FOR PHILADELPHIA AND NEW YORK.

THE New Steamship "PING SUEY," Captain C. de La Perelle, will be despatched for the above Port, on or about the 3rd October.

For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 21st August, 1899. [10561]

WEST RIVER SERVICE.

THE New River Steamers "SAMSHUI," "WUCHOW," will be despatched alternately from Messrs. DOUGLAS, LAPRAK & Co.'s WHARF, at 3 P.M., on MONDAYS, WEDNESDAYS, and FRIDAYS for WUCHOW, calling at KONGMOO, KAMCHUCK, SAMSHUI, SHUIMING and TIENTSIN.

Both Vessels have Superior Accommodation for Saloon Passengers. Fares, including Sleeping Berth. HONGKONG TO SAMSHUI \$ 5 HONGKONG TO WUCHOW \$10

Meals can be obtained on Board. For further information, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 21st August, 1899. [10562]

Consignees.

TOYO KISEN KAISHA. NOTICE. CONSIGNEES OF CARGO per Steamship "AMERICA MARU," are hereby notified that their Goods are at their risk, being discharged into Lighters and or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 31st instant will be subject to sale. No Fire Insurance has been effected. J. S. VAN BUREN, Agent. Hongkong, 24th August, 1899. [1310]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship "SUISANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 28th instant, will be landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Manager. Hongkong, 24th August, 1899. [10563]

Masonic.

ZETLAND LODGE, No. 525, E.C. A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 1st September, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 26th August, 1899. [10564]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG. THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSEN & Co. Hongkong, 28th May, 1895. [18]

Hotel.

WINDSOR HOTEL, HONGKONG. STRICTLY FIRST CLASS. PASSENGER ELAVATOR from Entrance Hall to each floor. BOARD and LODGING. MONTHLY RATES GIVEN NOW. P. BOHM, Proprietor & Manager. Hongkong, 28th April, 1899. [19]

To be Let.

SEMI-DETACHED VILLA RESIDENCE on Bowen Road (now in course of erection). PROPERTY lately occupied by the Howington Saw Mills. GROUND FLOOR, 52 FEET STREET. OFFICES: 1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.) No. 4, "HARFORD" MAGAZINE GAR. No. 4, "HARFORD" TERRACE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 28th August, 1899. [12]

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the Imperial Bank of China). Apply to Comptroller Office, E. C. HOCHAPPEL, Hongkong, 23rd March, 1899. [398a]

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates. "H." c/o of this Office. Hongkong, 17th May, 1899. [664a]

Intimations.

NOTICE. PRIVATE BOARD and RESIDENCE, 166, Queen's Road East. Mrs. HORTON. Hongkong, 30th June, 1899. [853a]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS. Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ltd. DUNLOP TYRES' BICYCLES—PRICE, \$160. A special reliable Watch made for this Climate. Quality A \$16 Quality B \$12

10, QUEEN'S ROAD CENTRAL. Opposite the Telegraph Office.

CARBOLINE MAYERENIUS.

USED FOR OVER 20 YEARS. With the Utmost Success. Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness. Sole Agents for China, LUTGENS, EINSTAMANN & Co. Hongkong, 15th September, 1896. [10]

KUHN & KOMOR.

JAPANESE FINE ART CURIOS, 21 & 23, QUEEN'S ROAD, HONGKONG, 35, WATER STREET, YOKOHAMA and 36, DIVISION STREET, KOBE. Hongkong, 15th March, 1898. [42]

THE LEADING CATERERS.

COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others. THE GRILL ROOM. Hongkong, 1st September, 1897. [39]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central. Head Office:—TOKIO. Branch Office:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN. Agents:—

Milki Coal Mines. Kanada Coal Mines. Hokoku Coal Mines. Yohimontu Coal Mines. Onoura Coal Mines. No. 1, Ohtsui Coal Mines. Ichimura Coal Mines. Kishima Coal Mines. Yoshio Coal Mines. Yamano Coal Mines. Manoura Coal Mines. The Osaka Shosen Kaisha, Ltd. Tokio Marine Insurance Co., Limited. Meiji Fire Insurance Co., Limited. Kanaguchi Cotton Spinning Mills. Shaguchi Cotton Spinning Mills. Tokyo Cotton Spinning Mills. Mike Cotton Spinning Mills. Imperial Government Paper Mills. Onoda Cement Company. Mitsui Bussan Kaisha, K. HASEGAWA, Manager. Hongkong, 19th August, 1899. [74]

Intimations.

HOW TO PROVIDE FOR THE FAMILY. INCOME \$5,000; EXPENDITURE \$5,000; PROVISION 77. INCOME \$5,000; EXPENDITURE \$3,500; PROVISION \$3,000 YEARLY.

For an annual premium of \$1,550 this Society will undertake to pay to the family \$3,000 PER ANNUM for a fixed term of twenty years, if the assured should die during the currency of the policy.

If he does not require a refund in money, the necessity for family protection being no longer existent, the assured may have a certain annuity for his own later years, of \$714 guaranteed and \$500 additional, for twenty-five years certain; the latter sum varying only as the bonus payable in 1919 will vary from the bonus payable in 1899.

When protection such as this, proportionable to every man's means, is within reach, let not a DAY BE WASTED, but apply for special example to the

EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

F. KIENE, Acting Manager, Hongkong. 22nd August, 1899. [1063a]

F. BLACKHEAD & CO.,

SHIP CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS. PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS. SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAINLEYS PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUEUR SCOTCH WHISKY &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK. REASONABLE PRICES. Hongkong, 4th May, 1896. [186]

THE MUTUAL STORES.

(SUB AGENTS LIPTON LIMITED.) 25, 28 & 30, POTTINGER STREET, HONGKONG. JUST ARRIVED. "SILVER SHIELD BRAND" OF AMERICAN CANNED FRUIT. EQUAL TO ANYTHING THAT HAS EVER BEEN PUT ON THE MARKET. Hongkong, 1st August, 1899.

MEE CHEUNG,

PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Ice-House Road. IS now in a position, in his New and Commodious Premises, to eclipse as heretofore ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS and VIEWS a speciality. Hongkong, 22nd September 1898. [45]

KANANGA OF JAPAN.

(REGISTERED) RIGAUD and Co. PARIS. Kananga Water, the most delightful Toilet Water. It renders the skin firm, relieves mosquito bites, and imparts a delicate fragrance and feeling of comfort and freshness.

New Sensations in Perfumery. RIGAUD'S KANANGA EXTRACT. RIGAUD'S WHITE ROSE. RIGAUD'S MELATI EXTRACT. RIGAUD'S IKORA D'AFRIQUE EXTRACT. RIGAUD'S LILY OF THE VALLEY EXTRACT. RIGAUD'S YLANGYLANG EXTRACT. RIGAUD'S BANYAN EXTRACT. RIGAUD'S JASMINE or CHAMILLE EXTRACT. 8, RUE VIVIENNE, 8, PARIS.

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.
PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to all parts to fit up installations if required.

NOTE: ADDRESS—14, PRAYA CENTRAL.

For full particulars see, &c., Apply to—

W. STUART HARRISON, Manager.

Hongkong, 18th January, 1899.

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

NAUTICAL INSTRUMENTS, Sole Agents for Louis Audouin's Watches awarded the highest Prizes at every Exhibition; and for Vanguard and Solin's CELEBRATED OPERA GLASSES, MARINE GLASSES and STYLASSES.

Nos. 54 & 56, Queen's Road Central, [ao]

F. CAZANOVE, BORDEAUX.

GOLD MEDALS, Bordeaux, 1882, Paris, 1889.

LIQUOR OF THE REVEREND FATHER A. KERMANN.

This ELIXIR is employed with success to restore the FORCES OF THE STOMACH and FACILITATES THE DIGESTION.

TONIC WINE Of the Rev. Father A. KERMANN, MONK-KING OF DR. GÖLZ, CREME DE MANDARINE.

AVELINE—ANBETTE SUPERFINE.

Apply to LAENDLER & Co., Paris.

LET ALL COME TO YEE CHUN'S STUDIO

at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.

Hongkong, 2nd May, 1899. [596a]

SIEN TING, SURGEON DENTIST, No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE, Consultation free.

Hongkong, 27th September, 1898. [43]

DENTISTRY, SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central, Hongkong, 8th March, 1899. [18a]

The Share Market.

LATEST QUOTATIONS.

(August 30th.)

Banks.

Hongkong and Shanghai Banking Corporation—355 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference) nominal.
The Bank of China & Japan, Ltd.—(Ordinary) 21 buyers.
The Bank of China & Japan, Ltd.—(Deferred)—25 buyers.
National Bank of China, Ltd.—\$25 buyers.
Do. —\$25 buyers.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$260 buyers.
China Traders Insurance Co., Limited—\$62 buyers.
North China Insurance Co., Ltd.—Tls. 200.
Yangtze Insurance Assoc., Ltd.—\$117 buyers.
Canton Insurance Office, Ltd.—\$150 buyers.
Strait Insurance Co., Ltd.—\$64.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$315.
China Fire Ins. Co., Ltd.—\$88.
Do. —\$88.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—\$32.
Indo-China Steam Navigation Company, Ltd.—\$57 buyers.
China and Manila S.S. Co., Ltd.—\$91.
Douglas Steamship Co., Ltd.—\$56.
China Mutual S. S. Co., Ltd.—(Preference)—29 buyers.
China Mutual S. S. Co., Ltd.—(Ordinary)—25 buyers.
China Mutual S. S. Co., Ltd.—(Ordinary)—23 buyers.
Star Ferry Co., Ltd.—\$174.

Refineries.

China Sugar Refining Co., Ltd.—\$153.
Luzon Sugar Refining Co., Ltd.—\$55.

Mining.

Panjam Mining Co., Ltd.—\$9.
Do. Preference Shares—\$2.
Société Française des Charbonnages du Tonkin—\$240.
Queen Mines, Limited—\$50.
Jelatu Mining and Trading Co., Ltd.—\$14.
Raub Alluvial Gold Mining Co., Ltd.—\$61.
Oliviers Freehold Mines, Ltd.—(A) \$58.
Oliviers Freehold Mines, Ltd.—(B) \$56.
Great Eastern and Caledonian Gold Mining Co., Ltd.—\$350.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$15.
Hongkong and Kowloon Wharf and Godown Company, Limited—\$96.
Wanchai Warehouse and Storage Co., Ltd.—\$45.
New Amoy Dock Co., Ltd.—\$16.

Land, Hotels and Buildings.

China Provider: Loan and Mortgage Co., Ltd.—\$10.
Hongkong Land Investment and Agency Co., Ltd.—\$104.
Kowloon Land and Building Co., Ltd.—\$29.
West Point Building Co., Ltd.—\$36.
Hampshire Estate and Finance Co., Ltd.—\$101.

Miscellaneous.

Green Island Cement Co., Ltd.—\$31.
China-Horace Co., Limited—\$10.
A. S. Watson & Co., Limited—\$17.
Hongkong Electric Co., Limited—\$13 sales.
Hongkong and China Gas Co., Ltd.—\$130.
Hongkong Rope Manufacturing Co., Ltd.—\$189.
Geoff. Fawcett & Co., Ltd.—\$43.
Hongkong Ice Co., Ltd.—\$130.
Hongkong High-Level Tramways Co., Ltd.—\$143.

Dairy Farm Co., Limited—\$6.
Hongkong & China Bakery Co., Ltd.—\$25.
Campbell, Moore & Co., Ltd.—\$12.
Bells Asbestos Eastern Agency, Limited—\$1 nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.
Carmichael & Co., Limited—\$8.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$70.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 67.
International Cotton Mfg. Co., Ltd.—Tls. 75.
Lanoung-mow Cotton Spinning & Weaving Co., Ltd.—Tls. 75.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.
Yahloong Cotton Spinning Co., Ltd.—Tls. 55.
Tebrau Planting Co., Ltd.—\$5.
BENJAMIN, KELLY & POTTS (Share Brokers).

Telegraph Address—"Rinto."

EXCHANGE.

Hongkong, 30th August.
ON LONDON, Telegraphic Transfer 1/11 1/2
" Bank Bills, on demand 1/11 7/16
" Credits, 4 months' sight 1/11 13/16
" 6 months' sight 1/11 15/16
ON BERLIN, (demand) 2/4
ON PARIS, Bank Bills, on demand 2/4
" Credits, 4 months' sight 2/50
ON NEW YORK, Bank Bills, on demand 47 1/2
" Credits, 30 days' sight 48 1/2
ON BOMBAY, Telegraphic Transfer 147
" Private, 30 days' sight 73 1/2
ON CALCUTTA, T. T. 44 per cent. prem.
Sovereigns, Bank's Buying Rate \$10.18
Gold Leaf too touch, per tael \$290
Silver, per tael \$21 1/2 per cent. prem.

OPPIUM QUOTATIONS.

Hongkong, 30th August.
New Pains 850 per chest.
New Benares 840
New Malwa 750/770
Old Malwa 780/840
Persian, paper tied 670/750

VISITORS AT THE HONGKONG HOTEL.

Capt. and Mrs. Aitken Mr. J. V. Mayston
and 2 children Mr. A. H. Myers
Mr. J. H. Aitken Mr. J. W. S. Neeson
Mrs. John Angus Mr. A. C. Van Nierop
Mr. W. S. Bailey Mr. J. J. O'Neill
Mr. B. J. Barlow Mr. W. Parfitt
Miss Borden and Mr. Perez
Mr. and Mrs. A. H. Mr. and Mrs. S. G.
Bottenheim
Mr. T. F. Burdett Mr. G. E. Richardson
Mr. A. B. Carter Mr. S. J. Robinson
Mr. A. Doctor Mr. and Mrs. C. Robinson
Mr. L. L. Eitel Mr. H. Simms
Mr. G. E. Gelm Mr. and Mrs. Cecil
Mr. and Mrs. G. Giblin Simpson
Capt. Goddard Mr. C. Smith
Mr. R. J. Hall Mr. A. Spagnolo
Mrs. Hillman Mr. James Stoughton
Mr. T. Howard Mrs. C. Thomas
Mr. Wm. K. Hughes Mr. R. H. Tuckwell
Major and Mrs. Jeffreys Mr. and Mrs. A. W.
Mr. and Mrs. Joseph Whitlow
Mr. and Mrs. Klens Mr. and Mrs. Bagnall
Mr. J. Kirkwood Mrs. J. Williamson
Mr. J. Lapa Mr. and Mrs. P. T.
Mr. E. A. Leggett Wright
Mr. Leon A. Levy

VISITORS AT THE WINDSOR HOTEL.

Mr. S. Cheng Dr. S. Miyamoto
Mr. Mortimer Cook Mr. G. Morita
Mr. Chesney Duncan Mr. M. Pardo
Mr. Foster Mr. H. Rees
Mr. D. Grappo Mr. and Mrs. Robinson
Mr. H. Holmes Dr. Tehimam
Mr. & Mrs. James Lee Dr. Tsutsui
Dr. B. Matsumu Mr. E. J. Young
Dr. N. Matsumu Mr. P. Zaidi

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Dr. and Mrs. N. M. S. Lieut. R. P. Hobson, U.S.N.
Mr. and Mrs. Lionel Staff-Surgeon and Mrs. Boyle W. E. Home
Mr. H. F. R. Brayne Mr. F. Hübner
Mr. P. Bure Mr. H. U. Jeffries
Mr. and Mrs. F. G. Capt. F. Koford
Colin van Corbach Mr. J. Lamke
Mr. and Mrs. E. C. Mr. J. W. Longuet
Dalton Mr. C. W. Longuet
Mr. G. H. Dann Mr. J. Von Oertzen
Mr. and Mrs. W. H. T. Hon. H. E. Pollock
Davis and child Capt. H. V. Pryne
Mr. A. Denison Mr. A. Reed
Mr. P. Dow Mr. A. Sinclair
Mr. A. Spencer Ellum Mr. A. Findlay Smith
Col. G. J. H. Ewart Mr. A. G. Stokes
Mr. J. S. Ezekiel Mr. A. P. Stokes
Mr. R. M. Ezekiel Mr. G. H. Wheeler
Mr. A. Forbes Mr. G. H. Wheeler
Lt. Col. A. R. Fraser Capt. J. Young
Colonel E. H. Gorges

CRAGIEBURN.

Hon. and Mrs. R. D. Ormsby
Rev. F. Flynn, R.N. Mr. A. I. Richardson
Mrs. Horder Mr. A. I. Richardson
Govt. Civil Hospital Mr. Hugo Silvestri
Sisters' family Capt. C. B. Simmonds, R.A.
Major S. S. Long, Mrs. Simmonds
D.A.A.G. Mr. and Mrs. W. E. Turner
Major M. M. Morris, Consul Valpicelli
Mrs. Morris Madame Valpicelli
Miss Ormsby

VESSELS IN PORT.

Steamers.
AMARA, British steamer, 1,705, C. J. Matlock, 28th Aug.—Mojito 1st Aug. Coal—Jardine, Matheson & Co.
AUSTRALIAN, British steamer, 3,000, P. T. Helms, 29th Aug.—Kobe 24th Aug. General—Gibb, Livingston & Co.
BELLEPHON, British steamer, 1,318, Lyons, 23rd Aug.—Java 6th Aug. and Singapore 18th Aug.—Butterfield & Swire.
BENJAMIN, British steamer, 1,484, A. Webster, 23rd Aug.—Mojito 19th Aug. Coal—Gibb, Livingston & Co.
CARLEISLE CITY, British steamer, 1,894, Thos. Aitken, 7th Aug.—Mojito and Aug. General—Butterfield & Swire.
CROWN OF ARAGON, British steamer, 1,471, J. G. Dorward, 27th Aug.—Foonchow 25th Aug. Tea—Gillman & Co.
DUNAY, Austrian steamer, 1,004, Kissilick, 26th Aug.—Mojito 19th Aug. Coal—Sander, Wieler & Co.
ELSA, German steamer, 903, F. Petersen, 29th Aug.—Newchwang 23rd Aug. General—Jensen & Co.
ESMERALDA, British steamer, 966, R. W. Cobban, 22nd Aug.—Manila 19th Aug. General—Shewan, Tomes & Co.
HAILAN, French steamer, 377, W. Bast, 28th Aug.—Amoy 26th Aug. General—A. R. Marty.
HAKUAI MARU, Japanese steamer, 1,419, M. Nishimura, 24th Aug.—Amoy 23rd Aug. General—Nippon Yusen Kaisha.
HIROSHIMA MARU, Japanese steamer, 2,035, S. Yoshinawa, 24th Aug.—Singapore 22nd Aug. General—Nippon Yusen Kaisha.
HOLSTEIN, German steamer, 985, M. Ipland, 26th Aug.—Saigon 22nd Aug. Rice—Jensen & Co.
KUTSANG, British steamer, 1,495, R. C. D. Bradley, 29th Aug.—Java 20th Aug. Sugar—Jardine, Matheson & Co.
MARIE JENSEN, German steamer, 1,771, T. C. Mathiesen, 24th Aug.—Bangkok 17th Aug. General—Jensen & Co.
MAUSANG, British steamer, 1,643, J. Kynock, 27th Aug.—Santander 20th Aug. Timber—Jardine, Matheson & Co.
OLYMPIA, American steamer, 1,730, J. Truebridge, 21st Aug.—Tacoma, U.S.A. 23rd July. General—Dodwell & Co.
OSLO, Norwegian steamer, 778, Ch. Pedersen, 24th Aug.—Canton 23rd Aug. Ballast—Sander, Wieler & Co.
PHRA CHOM KLAO, British steamer, 1,011, Fowler, 15th Aug.—Bangkok 17th Aug. and Koh-si-chang 19th Aug. General—Yuen Fat Hong.
PHRA CHOM KLAO, British steamer, 1,012, B. Pigot, 29th July, Bangkok 25th July. General—Yuen Fat Hong.
SINGAPORE, Italian steamer, 2,351, E. Pevarella, 29th Aug.—Genoa 25th July, and Singapore 22nd Aug. General—Carlowitz & Co.
SUISANG, British steamer, 1,776, E. J. Todd, 24th Aug.—Calcutta via Penang and Singapore 18th Aug. Opium and General—Jardine, Matheson & Co.
THALIA, British steamer, 820, T. Hall, 25th Aug.—Swatow 28th August, General—Douglas, Lapraik & Co.
TIRITO, German steamer, 1,033, W. A. Dinse, 28th Aug.—Saigon 24th Aug. Rice—Siemssen & Co.
URANUS, American steamer, 1,200, Salvador Landu, 29th Aug.—Manila 27th Aug. General—Brandao & Co.

Sailing Vessels.

GOVERNOR ROBE, American ship, 1,627, Nichols, 21st Aug.—New York 5th May.
KELAT, British ship, 1,822, John Hughes, 5th Aug.—New York 3rd April, Case Oil—Standard Oil Co.
SIMLA, British 4-masted bark, 2,087, Huettis, 25th Aug.—Cebu and Philippine Islands 22nd Aug. Ballast—Order.
ST. DAVID, American ship, 1,400, Lyons, 16th Aug.—San Francisco 3rd June, Flour—Order.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, August 30th, 1899.
Alacrity, despatch vessel, 1,700 tons, 6 p.d. g.f. guns, 3,000 h.p., Commander A. H. Smith-Dorrien, cruising.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p. Com. E. J. W. Slade, Foochow.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, cruising.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,400 h.p., Captain Hon. S. C. J. Colville, C.B., cruising.
Donauwirth, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 h.p., Capt. R. B. J. Montgomerie, C.B., R.N., Hongkong.

VISITORS AT THE WINDSOR HOTEL.

Mr. S. Cheng Dr. S. Miyamoto
Mr. Mortimer Cook Mr. G. Morita
Mr. Chesney Duncan Mr. M. Pardo
Mr. Foster Mr. H. Rees
Mr. D. Grappo Mr. and Mrs. Robinson
Mr. H. Holmes Dr. Tehimam
Mr. & Mrs. James Lee Dr. Tsutsui
Dr. B. Matsumu Mr. E. J. Young
Dr. N. Matsumu Mr. P. Zaidi

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Dr. and Mrs. N. M. S. Lieut. R. P. Hobson, U.S.N.
Mr. and Mrs. Lionel Staff-Surgeon and Mrs. Boyle W. E. Home
Mr. H. F. R. Brayne Mr. F. Hübner
Mr. P. Bure Mr. H. U. Jeffries
Mr. and Mrs. F. G. Capt. F. Koford
Colin van Corbach Mr. J. Lamke
Mr. and Mrs. E. C. Mr. J. W. Longuet
Dalton Mr. C. W. Longuet
Mr. G. H. Dann Mr. J. Von Oertzen
Mr. and Mrs. W. H. T. Hon. H. E. Pollock
Davis and child Capt. H. V. Pryne
Mr. A. Denison Mr. A. Reed
Mr. P. Dow Mr. A. Sinclair
Mr. A. Spencer Ellum Mr. A. Findlay Smith
Col. G. J. H. Ewart Mr. A. G. Stokes
Mr. J. S. Ezekiel Mr. A. P. Stokes
Mr. R. M. Ezekiel Mr. G. H. Wheeler
Mr. A. Forbes Mr. G. H. Wheeler
Lt. Col. A. R. Fraser Capt. J. Young
Colonel E. H. Gorges

CRAGIEBURN.

Hon. and Mrs. R. D. Ormsby
Rev. F. Flynn, R.N. Mr. A. I. Richardson
Mrs. Horder Mr. A. I. Richardson
Govt. Civil Hospital Mr. Hugo Silvestri
Sisters' family Capt. C. B. Simmonds, R.A.
Major S. S. Long, Mrs. Simmonds
D.A.A.G. Mr. and Mrs. W. E. Turner
Major M. M. Morris, Consul Valpicelli
Mrs. Morris Madame Valpicelli
Miss Ormsby

VESSELS IN PORT.

Steamers.
AMARA, British steamer, 1,705, C. J. Matlock, 28th Aug.—Mojito 1st Aug. Coal—Jardine, Matheson & Co.
AUSTRALIAN, British steamer, 3,000, P. T. Helms, 29th Aug.—Kobe 24th Aug. General—Gibb, Livingston & Co.
BELLEPHON, British steamer, 1,318, Lyons, 23rd Aug.—Java 6th Aug. and Singapore 18th Aug.—Butterfield & Swire.
BENJAMIN, British steamer, 1,484, A. Webster, 23rd Aug.—Mojito 19th Aug. Coal—Gibb, Livingston & Co.
CARLEISLE CITY, British steamer, 1,894, Thos. Aitken, 7th Aug.—Mojito and Aug. General—Butterfield & Swire.
CROWN OF ARAGON, British steamer, 1,471, J. G. Dorward, 27th Aug.—Foonchow 25th Aug. Tea—Gillman & Co.
DUNAY, Austrian steamer, 1,004, Kissilick, 26th Aug.—Mojito 19th Aug. Coal—Sander, Wieler & Co.
ELSA, German steamer, 903, F. Petersen, 29th Aug.—Newchwang 23rd Aug. General—Jensen & Co.
ESMERALDA, British steamer, 966, R. W. Cobban, 22nd Aug.—Manila 19th Aug. General—Shewan, Tomes & Co.
HAILAN, French steamer, 377, W. Bast, 28th Aug.—Amoy 26th Aug. General—A. R. Marty.
HAKUAI MARU, Japanese steamer, 1,419, M. Nishimura, 24th Aug.—Amoy 23rd Aug. General—Nippon Yusen Kaisha.
HIROSHIMA MARU, Japanese steamer, 2,035, S. Yoshinawa, 24th Aug.—Singapore 22nd Aug. General—Nippon Yusen Kaisha.
HOLSTEIN, German steamer, 985, M. Ipland, 26th Aug.—Saigon 22nd Aug. Rice—Jensen & Co.
KUTSANG, British steamer, 1,495, R. C. D. Bradley, 29th Aug.—Java 20th Aug. Sugar—Jardine, Matheson & Co.
MARIE JENSEN, German steamer, 1,771, T. C. Mathiesen, 24th Aug.—Bangkok 17th Aug. General—Jensen & Co.
MAUSANG, British steamer, 1,643, J. Kynock, 27th Aug.—Santander 20th Aug. Timber—Jardine, Matheson & Co.
OLYMPIA, American steamer, 1,730, J. Truebridge, 21st Aug.—Tacoma, U.S.A. 23rd July. General—Dodwell & Co.
OSLO, Norwegian steamer, 778, Ch. Pedersen, 24th Aug.—Canton 23rd Aug. Ballast—Sander, Wieler & Co.
PHRA CHOM KLAO, British steamer, 1,011, Fowler, 15th Aug.—Bangkok 17th Aug. and Koh-si-chang 19th Aug. General—Yuen Fat Hong.
PHRA CHOM KLAO, British steamer, 1,012, B. Pigot, 29th July, Bangkok 25th July. General—Yuen Fat Hong.
SINGAPORE, Italian steamer, 2,351, E. Pevarella, 29th Aug.—Genoa 25th July, and Singapore 22nd Aug. General—Carlowitz & Co.
SUISANG, British steamer, 1,776, E. J. Todd, 24th Aug.—Calcutta via Penang and Singapore 18th Aug. Opium and General—Jardine, Matheson & Co.
THALIA, British steamer, 820, T. Hall, 25th Aug.—Swatow 28th August, General—Douglas, Lapraik & Co.
TIRITO, German steamer, 1,033, W. A. Dinse, 28th Aug.—Saigon 24th Aug. Rice—Siemssen & Co.
URANUS, American steamer, 1,200, Salvador Landu, 29th Aug.—Manila 27th Aug. General—Brandao & Co.

Sailing Vessels.

GOVERNOR ROBE, American ship, 1,627, Nichols, 21st Aug.—New York 5th May.
KELAT, British ship, 1,822, John Hughes, 5th Aug.—New York 3rd April, Case Oil—Standard Oil Co.
SIMLA, British 4-masted bark, 2,087, Huettis, 25th Aug.—Cebu and Philippine Islands 22nd Aug. Ballast—Order.
ST. DAVID, American ship, 1,400, Lyons, 16th Aug.—San Francisco 3rd June, Flour—Order.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, August 30th, 1899.
Alacrity, despatch vessel, 1,700 tons, 6 p.d. g.f. guns, 3,000 h.p., Commander A. H. Smith-Dorrien, cruising.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p. Com. E. J. W. Slade, Foochow.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, cruising.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,400 h.p., Captain Hon. S. C. J. Colville, C.B., cruising.
Donauwirth, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 h.p., Capt. R. B. J. Montgomerie, C.B., R.N., Hongkong.

BRITISH BATTLESHIPS.

1770 tons, 6 guns, 5,600 h.p., Capt. Wren, cruising.
Centurion, 1st class battleship, 10,900 tons, 14 guns, 13,000 h.p., Captain R. J. Jellicoe, cruising.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p. Comdr. C. Winnington-Ingram, cruising.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. C. Chadwick, Shanghai.
Fame, twin screw, torpedo-boat destroyer, 402 tons, 5400 h.p., Lieut. Comr. R. Keyes, cruising.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.
Hasty, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.
Hermione, 2nd class cruiser, 4,360 tons, 9,000 h.p., 18 guns, Capt. G. Callaghan, cruising.
Humber, stagership, 1,840 tons, 800 h.p., Com. H. J. Davidson, Hongkong.
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. N. Dudding, cruising.
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, cruising.
Orlando, British cruiser, 3,600 tons, Capt. J. Burke, Hongkong.
Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. P. S. St. John, Manila.
Phaenix, sloop, 1,050 tons, 6 guns, 1,100 h.p., Com. R. P. Cochran, Singapore.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. J. F. E. Green, en route Shanghai.
Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. S. V. Y. De M. Cooper, Foochow.
Powerful, 1st class cruiser, 14,200 tons, 25,000 h.p., Hon. H. Lambton, Wei-hai-wei.
Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 h.p., Lieut. Com. The Hon. G. A. Hardinge, Foochow.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Foochow.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Traced, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Hongkong.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, cruising.
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 h.p., Captain A. Schomburgk, cruising.
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan.
Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 h.p., Lieut. Comdr. E. Kelly, cruising.
Wiener, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Etna, Italian cruiser, 3,530 tons, Capt. G. Giordano, Shanghai.
Kaiserin Elisabeth, Austrian cruiser, 4,064 tons, 12 guns, 11,000 h.p., Capt. Julian, Shanghai.
Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Macao.
Marco Polo, Italian cruiser, 1,457 tons, Captain Ed. Incomout, San Mun.
Srombati, Italian cruiser, 3,359 tons, Captain Cantaninis, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 1,400 tons, 12 guns, 9,500 h.p., Captain Molgani, at Port Arthur.
Albatross, Russian gunboat, 810 tons, 8 guns, 760 h.p., Captain Eliskin, at Vladivostok.
Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser, 5,803 tons, twin screw, 34 guns, 7,000 h.p., Com. Witloff, at Vladivostok.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Sererebrennikov, at Vladivostok.
Grenatichy, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Arthur.
Koryeys, Russian cruiser, 2,000 tons, 9 guns, 2,150 h.p., Capt. Sererebrennikov, at Port Arthur.
Kreysler, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinsky, at Singapore.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachiaoff, at Vladivostok.
Navarin, Russian battleship, 10,000 tons, 10 guns, 10,000 h.p., Captain Tenrich, at Vladivostok.
Nagayev, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.
Otanay, Russian armoured cruiser, 1,400 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriannoff, at Nagasaki.
Pamiat Azova, Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenins, at Vladivostok.
Rostin, Russian armoured cruiser, 12,200 tons, Capt. Domogoff, at Port Arthur.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupp, at Port Arthur.
Silach, Russian gunboat, 400 tons, 1,200 h.p., Capt. Barronoff, at Vladivostok.
Sissoi Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 h.p., Capt. C. Paresayev, at Port Arthur.
Sivoch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.
Vladimir Monomach, Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., at Port Arthur.
Vorosh, Russian gunboat, 4 guns, 650 h.p., Com. Molchouky, at Vladivostok.
Vladich, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogul, at Vladivostok.
Yakov, Russian gunboat